



Charles D. Baker, Governor  
Karyn E. Polito, Lieutenant Governor  
Jamey Tesler, Acting MassDOT Secretary & CEO  
Steve Poftak, General Manager



June 23, 2022

**SUBJECT: Request for Proposal / RFP #1F-22 / Procurement of 40-foot Low Floor  
Battery Electric Buses / COMMBUYS Bid# BD-22-1206-MBTA-MBTA-  
74136**

**Addendum No. 8**

Dear Bidders:

Please be advised that the above has been amended and/or clarified as shown on the attached that is made a part of herein.

Acknowledgment of this Addendum must be so noted on your proposal submittal.

**ALL ELSE REMAINS AS PREVIOUSLY STATED.**

Sincerely,

Aidan Flynn  
Sourcing Executive

Attachment

**MBTA**  
**RFP 1F-22 / Technical Specification VE21-054**

**CLARIFICATIONS**

**Question 1:**

Would like to clarify that there will be a 15-second delay between actuation of the fire suppression system and vehicle shutdown. This allows time for the vehicle to be removed from traffic. Please advise if this will be acceptable to the MBTA.

**Response 1:**

The Contractor shall present the fire detection and suppression system to the Authority for review during the design review process. Please refer to Technical Specification Section 4.10 and Table 2.

**Question 2:**

We require more information about the transceiver system in the tunnel infrastructure before confirming compliance with TS 81.12 Geofencing requirements.

**Response 2:**

Please refer to the Geofence requirements of Technical Specification Section 81.12. If the Option is awarded, the Geofence system shall be subject to review during the design review process with systems testing and validation performed by the Contractor on the pilot bus during pilot bus testing at the Authority.

**Question 3:**

Some of the specification in TS 24.3.3 specifies a full axle kneeling system for both streetside boarding and base configuration. For example: "A kneeling system shall lower the entire curbside of the bus a minimum of 2 in. during loading or unloading operations, regardless of load up to GVWR, measured at the longitudinal centerline of the entrance door and exit doors."

**Response 3:**

Technical Specification Section 24.3.3 states *Streetside kneeling is only required for buses with streetside boarding.*

**Question 4:**

Our data systems network topology is similar, though not precisely the same as described in Technical Specification Section 32.

**Response 4:**

The Technical Specification provides additional data requirements in Section XIV. Each system will be evaluated as part of the design review process.

**Question 5:**

Our bus overhead driver's locker measures 12"H x 13-19"L x 9W.

**Response 5:**

Technical Specification Section 38.2 requires *“an enclosed driver storage area shall be provided with a positive latching door (without lock). The minimum size is 1600 in<sup>3</sup>”*. The storage box will be evaluated as part of the design review process.

**Question 6:**

Our bus cannot have an egress driver's window with a high mount streetside mirror as mentioned in TS 40.7.1.2.

**Response 6:**

Technical Specification Section 40.7.1.2 states: *“A low mount mirror is required on the street-side of the bus **with provisions to accommodate a high mount if desired in the future.**”* Additionally, Section 40.7.1 states: *“The Contractor shall install left side and right side exterior chassis mirror mounts configured for a potential future retrofit and installation of motorcoach style hang down mirrors. The chassis mirror mounts shall be positioned such that any installed motorcoach mirror shall meet all requirements of 49 CFR 571.111. The chassis mounts shall not be visible on the exterior body panels. **The Contractor shall provide chassis drawing showing precise mount locations and retrofit procedures as part of Design Review process.**”*

**Question 7:**

Please specify if tempered glass is preferred.

**Response 7:**

Technical Specification Section 41.5 states: *“Side-glazing material shall be 1/4 in. **laminated safety glass** with no greater than 55 percent light transmittance.”*

**Question 8:**

We would like to propose American Seating model Insight Prime seat which does not require inserts.

**Response 8:**

Technical Specification Section 68.1 notes: *“Passenger seats shall be a slim profile, modern design style, American Seating **“Insight”** or Authority approved equal.”* Technical

Specification Section 68.3 requires: *“The passenger seats shall be one-piece molded , unpadded, and non-upholstered, with a colorfast, slip resistant, and cleanable surface.”*

**Question 9:**

Luminator MCU is capable of displaying a maximum of four (4) triggered inputs that can be used to display SoC status. It is recommended to dedicate these inputs to four levels of SoC, which would not include the status of the master run switch. Please advice if this will be acceptable to the MBTA.

**Response 9:**

Technical Specification Section 72 requires *“All exterior destination signs shall display the ESS SoC while the bus is connected to a high voltage charger. The SoC shall display whether the master run switch is ‘off’ or in any ‘run’ position.”* Destination sign configuration will be evaluated as part of the design review process.

**Edit Technical Specification Section 42 Capacity and Performance as follows in italics and bold:**

With the bus running at the design operating profile with corresponding door opening cycle, and carrying a number of passengers equal to the total passenger seating positions (no less than ~~37~~ **36** ) , plus the total standees based upon one person for each 1.5 sq. ft. of free floor space, plus the bus driver, the HVAC system shall control the average passenger compartment temperature within a range between 65 and 80 °F, while maintaining the relative humidity to a value of 50 percent or less.

**Edit Technical Specification Section 44.1 Passenger Area as follows in italics and bold:**

The cooling mode of the interior climate control system shall introduce air into the bus at or near the ceiling height at a minimum rate of 25 cubic ft. per minute (cfm) per passenger based on the standard configuration bus carrying a number of passengers equal to the total passenger seating positions (no less than ~~37~~ **36**), plus the total standees based upon one person for each 1.5 sq. ft. of free floor space, plus the bus driver. Airflow shall be evenly distributed throughout the bus, with air velocity not exceeding 100 ft. per minute on any passenger. The ventilating mode shall provide air at a minimum flow rate of 20 cfm per passenger.

Airflow may be reduced to 15 cfm per passenger (equal to the total passenger seating positions (no less than ~~37~~ **36**) plus the total standees based upon one person for each 1.5 sq. ft. of free floor space, plus the bus driver) when operating in the heating mode. The fans shall not activate until the heating element has warmed sufficiently to ensure at least 70 °F air outlet temperature. The heating air outlet temperature shall not exceed 120 °F under any normal operating conditions.

**ALL ELSE REMAINS AS PREVIOUSLY STATED.**